

WAYNE TOWNSHIP PLANNING AREA

CRITICAL AREA TEXT

Critical Area 1

Location: Clermont

Why Critical: The Town of Clermont originally developed as a distinct village. Over the years Indianapolis has grown out to meet it. To maintain Clermont's identity as a distinct place it has been designated as Village Mixed Use. To retain the small town character of Clermont it is critical to protect the current development patterns (mix of land uses; and the size, shape and location of buildings on their sites). It is also critical to preserve the residential areas of Clermont.

Recommendations:

- Development along Crawfordsville Road should continue to be a mix of retail, office, church, civic and single-family and multi-family residential uses.
- Restrict encroachment of commercial uses into the solidly residential areas of Clermont as shown on Critical Area map.
- Future development within the Critical Area should reflect the existing pattern of streets and lots.
- Development of the large wooded site south of the railroad tracks (approximately 3300 North Raceway Road) should preserve the woods to the extent possible. Development should reflect existing street patterns by entering the site from Mabel and Elizabeth streets. For purposes of traffic safety multiple access points along Raceway Road are not recommended.
- Pedestrian connectivity should be strengthened throughout the Critical Area by the construction of sidewalks, paths and safe street crossings.

Critical Area 2

Location: Moller-Lynhurst Connection

Why Critical: The Marion County Thoroughfare Plan 1998 Supplement describes a new road connection, Moller Road from 30th to North Lynhurst Dr. The proposed road will be a four lane divided Primary Arterial. The new road segment is intended to alleviate traffic congestion and provide a more efficient north-south route. The road project will also necessitate the relocation of Dry Run Creek.

The proposed street connection will create a distinct land area that adjoins the existing single family residential uses to the west and south. The new road will strongly separate land to the east, which is recommended for continued industrial and special use classifications, from land to the west, which is recommended for residential uses. The new road project will also reduce traffic that now uses 26th Street and Moller Rd. south of 30th Street. These significant traffic changes will help to make the adjoining vacant land much more attractive for residential development. The 100-year flood plain of Dry Run

Creek is designated Environmentally Sensitive as a secondary land use category to call attention to potential flooding.

Recommendations:

- Develop a permanent green space corridor along relocated Dry Run Creek. Replace any wooded area along the creek that may be lost to the road and stream relocation projects. Use the green space as a buffer between single family homes and a large parking lot used by the Indianapolis Motor Speedway.
- Explore the reduction of downstream flooding by providing retention or detention in this area.
- Improve stream water quality of Dry Run with techniques such as stream bank plantings.
- Develop residentially as shown on the map in a manner comparable to existing densities nearby as the long-term goal while allowing continued use for race event-related parking in the short term.
- Ensure that any remnant parcels created by right of way vacations and any partial lot acquisitions would be compatible with surrounding uses. Remnants in the residential area that are too small to be a separate lot should be combined with existing lots. Avoid parcel remnants that foster objectionable land uses.
- Ensure that future lot arrangements are compatible with the existing pattern. Make sure that new streets and sidewalks provide connectivity for pedestrians and bicyclists to Gustafson Park, Meadowood Park and local school destinations.

Critical Area 3

Location: Main Street, between 10th to 16th, Speedway

Why Critical: This part of the Town of Speedway serves as a focus of the community's identity and offers opportunities for enhancement of its history as a mixed use district. The "Beautiful Speedway City" was a planned development dating to 1912. The land east of Main Street was planned for industrial uses. The west side of Main Street was planned as commercial. The streets west of Main were platted as residential lots that allowed factory workers easy access to their jobs east of Main and the services along Main Street. The area is significant in its history and its relatively rare offering of good quality homes within walking distance of major employment facilities.

While the nearby residential area remains stable and attractive, the retail and service character of Main Street is in decline. Buildings dating from the 1910-1920's are few or have been altered significantly. While Main Street is less than 1/8 mile from the southwest corner of the Indianapolis Motor Speedway, the business district does not convey a strong racing history or current connection to racing. Visitors to the track, museum, motel and golf course would not find much of interest in Main Street's current mix of land uses. The northern edge of this critical area is located in the 100-year flood plain. This area north of 16th Street is designated Environmentally Sensitive to call attention to the potential flooding.

Recommendations:

- Restrict strictly commercial “village mixed use” land uses to the existing boundary formed by the alley and Loy Street just west of Main Street.
- Encourage new two-story buildings along the west side of Main Street, built up to the right-of-way line. This design approach replicates the scale and density of much of the original business district.
- Minimize surface parking lots in the business district while maximizing on-street parking on Main Street.
- Selectively expand retail and automobile racing and tourist attractions on the east side of Main Street, where these uses can be compatible with existing industrial uses. Given the industrial history of this area, new residential uses are not encouraged.
- Develop the future connections with the B&O trail as a recreational and transportation amenity.
- The Town of Speedway, property owners and citizens are encouraged to develop a revitalization plan for the Main Street business district. Such a plan should address new infill development, historic preservation and new land uses that are compatible with the residential areas to the west and the light and heavy commercial uses to the east and south. The plan should address year-round business needs as well as special event needs and opportunities.

(Critical Areas 4 and 5 were adopted with the Center Township portion of the Comprehensive Plan for Marion County, Indiana.)

Critical Area 6

Location: Jameson Camp in Bridgeport.

Why Critical: Jameson Camp is a recreational and camping facility for youth. As their website states: “Since 1928, Jameson has been providing positive recreational and camping opportunities for the youth of central Indiana.” Jameson Camp has been designated a Critical Area to provide protection for this unique resource. White Lick Creek runs the length of the Critical Area. The creek is a part of the Indianapolis greenways network and in this segment has a significantly wide floodway. It is critical that development not occur in the floodway and that the greenways link be maintained.

Recommendations:

- The land use recommendation for the Jameson Camp is Park because it functions as a privately held park. It has been indexed to Park because if the area should become the subject of development, effort should be made to secure it for public park use. If park use is not an option, then it should be developed as very low density residential with emphasis placed on protecting and preserving the wooded areas and the floodway of Lick Creek.

- Develop a greenway along White Lick Creek to connect through the Indianapolis International Airport to Hendricks County to the south and to connect through Cloverleaf Park to Hendricks County to the north.

Critical Area 7

Location: Garden City/Gasoline Alley

Why Critical: Recent motor sports related industrial development along Gasoline Alley has occurred adjacent to the established Garden City neighborhood. It is critical that industries have room to expand. This is particularly true for those business clusters such as motor sports in which Indianapolis has a competitive advantage. It is also critical that the most solid residential blocks not be destabilized by industrial encroachment. Because the industries in this area are mostly motor sports related, they are often noise producing. It is critical that the noise generated by these industries does not negatively affect the adjacent neighborhood or park facilities. Eagle Creek flows along the east edge of the Critical Area. Ristow Branch empties into Eagle Creek near the southern edge of the Critical Area. Eagle Creek is a critical thread in the City's network of greenways. Ristow Branch and its tributary Lynn Creek have been heavily channelized along much of their length, however they are also shaded along most of their length which is beneficial for good water quality. Thatcher Park forms the Critical Area's western edge. The southern edge this Critical Area is designated with the secondary land use category Environmentally Sensitive. The 100-year flood plain covers an area near Rockville Road, where Ristow Branch joins Eagle Creek. In this area, there is also a stand of Environmentally Sensitive tree cover.

Recommendations:

- Restrict industrial development to the area shown on the map. Industrial expansion in this area should occur to the northwest or on the northeast corner of the Rockville Road/Gasoline Alley intersection.
- Effective noise deadening measures should be used at those industries that tend to be noise producing. This includes, but is not limited to, building and door orientation, building materials and design, and heavy landscaping.
- Heights for industrial buildings immediately adjacent to residential properties should be limited to two stories.
- Should racing-related uses leave this area, the preferred reuse of these parcels is office flex space.
- Develop the Eagle Creek corridor as a recreational greenway. Connections to surrounding parks, neighborhoods and retail areas are important.
- Maintain and enhance the dense vegetative cover along Ristow Branch and Lynn Creek.

Critical Area 8

Location: North side of the I-70/Holt Road Interchange

Why Critical: The east-west rail line immediately north of the I-70/Holt Road Interchange is expected to be studied as a potential rapid transit corridor linking Indianapolis International Airport with downtown Indianapolis. Should this rail line become a rapid transit corridor, it is possible that Holt Road, as one of the most heavily traveled streets to cross the rail line, could be the location of a transit stop or station. Although conjectural at this point, it is critical to consider the land use implications of the potential transit stop or station. Portions of the Critical Area are designated with the secondary land use category Environmentally Sensitive to call attention to significant tree cover and wetlands. The wooded wetlands associated with Neeld Ditch are among the oldest and highest quality woodland in the County.

Recommendations:

- If this area should become a rapid transit stop/station, the land use recommendations for the largely undeveloped parcels west of Holt Road (625, 811, and 1001 Foltz Street, 750, 810 and 1002 S. Holt Road) shall change to Residential Development greater than 8 and equal to or less than 15 units per acre.
- No development should take place in the Neeld Ditch floodway.
- The wooded wetlands along Neeld Ditch should be preserved to the extent possible.
- The American Legion site east of Holt Road has an index land use of Park. According to the standards set in the Parks, Recreation and Open Space Plan, the supply of park land in central Wayne Township does not meet the demand for in the area, so it is critical to retain this parcel as open space.

Critical Area 9

Location: Maywood

Why critical: Maywood is a distinct neighborhood of residential and commercial uses mostly surrounded by large industrial areas. It is bounded on the southeast by an abandoned railroad ROW and busy Kentucky Avenue (27,800 vehicles per day, 1996). It is split in half by Tibbs Avenue (9600 vehicles per day, 2001) which connects the industrial uses to the north with Kentucky Avenue via a one block stretch of Maywood Road. Within Maywood, Tibbs Avenue is lined with a mix of commercial, industrial and residential land uses. A new park will soon be developed on the southeast side of Kentucky Avenue. To protect the solidly residential portions of the neighborhood it is critical to limit industrial and commercial encroachment.

Recommendations:

- Restrict industrial and commercial development to the areas shown on the map.
- Commercial development in Maywood should be compatible with the residential scale of the neighborhood. Retail use should be neighborhood oriented. Retail

businesses that primarily serve community or regional scale markets should be located directly on Kentucky Avenue.

- Use the abandoned railroad ROW as a greenway and landscaped buffer between the neighborhood and Kentucky Avenue. The point created by the acute angle of the intersection of Kentucky Avenue and Maywood Road should be a landscaped space.
- New commercial development on the east side of the 2800 and 2900 blocks of Maywood Road should be well buffered from the adjacent residential area.
- A safe way for children to cross Kentucky Avenue from Maywood to the new Bel-Aire Park should be developed.

Critical Area 10

Location: Rockville Road in the vicinity of Bridgeport and Raceway Roads

Why Critical: Rockville Road through this area is primarily residential on its south frontage and a mix of residential, office, commercial and vacant parcels on its north frontage. Rockville Road carries a high volume of traffic and is slated for widening to six lanes sometime in the next ten years. Raceway Road carries a much smaller volume of traffic and may actually see a decrease in traffic upon the opening of the proposed north-south connector nearby in Hendricks County. Bridgeport Road terminates at Rockville Road. It functions as a collector street. This means that it collects neighborhood traffic from the area and feeds to an arterial street, in this case Rockville Road to the north and Morris Street to the south. Bridgeport Road connects with Richie Avenue in an angled intersection at Rockville Road. Richie Avenue is a residential street that was not built to handle large volumes of traffic. Shiloh Creek bisects the Critical Area, flowing in a southeasterly course. South and east of the Rockville Road/Bridgeport Road intersection, Shiloh Creek forms a rough dividing line between parcels that front on Rockville Road and parcels that front on quieter Bridgeport Road.

Portions of the Critical Area are designated with the secondary land use category Environmentally Sensitive to call attention to floodplain, significant tree cover and wetlands.

To protect the neighborhood, ease traffic flow and avoid piecemeal commercial development of doubtful long-term viability, it is critical that commercial development not encroach on the residential portions of Rockville Road, Raceway Road, and Bridgeport Road. It is critical that office and retail development on the intersection of Rockville Road and Raceway Road be sensitive to the surrounding residential area. It is critical that the environmental qualities of Shiloh Creek be respected.

Recommendations:

- Restrict commercial development to the area shown on the map.
- Commercial development, both retail and office, on the corners of Rockville and Raceway Roads should be integrated, well buffered from the neighboring residences, have access only onto Raceway and Rockville Roads, provide sidewalks along

Raceway Road, use only low level signage, and shield lighting to avoid spillage onto neighboring properties.

- Retain the existing dense vegetative cover that shades Shiloh Creek. Replant those areas along Shiloh Creek that are not lined with dense vegetative cover.
- Shiloh Creek, its floodplain and bank vegetation form an appropriate limit to commercial development. Such development should not extend south past the creek on Bridgeport Road or west past the creek on the south side of Rockville Road.